

Message Text

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ORIGIN PM-07

INFO OCT-01 AF-10 ARA-16 EUR-25 EA-11 NEA-11 IO-14 ISO-00

SSO-00 NSCE-00 USSS-00 USIE-00 ACDA-19 CIAE-00 H-03

INR-10 L-03 NSAE-00 NSC-10 PA-04 RSC-01 PRS-01 SPC-03

SS-20 SAM-01 INRE-00 CCO-00 /170 R

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FM SECSTATE WASHDC

TO AMEMBASSY VIENNA IMMEDIATE

INFO USMISSION USUN NEW YORK

USINT CAIRO

AMEMBASSY TEL AVIV

AMEMBASSY LIMA

AMEMBASSY PANAMA

AMEMBASSY ACCRA

AMEMBASSY JAKARTA

AMEMBASSY HELSINKI

AMEMBASSY STOCKHOLM

AMEMBASSY NAIROBI

AMEMBASSY DUBLIN

AMEMBASSY DAKAR

AMEMBASSY KATHMANDU

AMEMBASSY OTTAWA

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JCS

C O N F I D E N T I A L STATE 033020

MAC, EUCOM, USAF ALSO FOR POLADS

EO 11652: GDS

TAGS: MARR UN XF AU

SUBJECT: NIGHT REACH - ROTATION PLANS FOR AUSTRIAN UNEF
CONTINGENT

REF: VIENNA 1283 (NOTAL)

1. ON THE SAME INFORMAL BASIS THE AUSTRIANS USED IN SOUNDING US OUT, YOU SHOULD ENCOURAGE THE AUSTRIANS TO FORMULATE THEIR REQUEST FOR ROTATIONAL AIRLIFT BUT TO PUT IT DIRECTLY TO THE UN. THE UN IS WELL AWARE OF POSSIBLE SOURCES OF REIMBURSABLE AIRLIFT, AND IF UN OFFICIALS TURN TO US ON THIS BASIS, PROCEDURES ALREADY EXIST WHICH WOULD ENABLE US TO BE RESPONSIVE.

2. BY WAY OF BACKGROUND, WE WOULD ADD THE FOLLOWING: OUR MAJOR INVOLVEMENT WITH CURRENT UNEF OPERATIONS HAS BEEN IN ASSISTING THE UN WITH THE INITIAL, EMERGENCY INSERTION; WE HAVE DONE THIS ON A NON-REIMBURSABLE BASIS, AS DETAILED IN OTHER CABLE TRAFFIC AND IN THE CURRENT FOREIGN RELATIONS AS WELL. THE UN HAS BEEN THE BROKER, AND THE UNITED STATES, AMONG OTHERS, HAS BEEN RESPONSIVE TO UN REQUESTS. WE HAVE USED THE SAME PROCEDURE IN THE ONLY OTHER INSTANCE IN WHICH THE UN HAS REQUESTED US TO UNDERTAKE A REIMBURSABLE LIFT, I.E. IN THE PLANNED ROTATION OF SOME SWEDISH UNEF PERSONNEL AT THE END OF 1973; WE BELIEVE THAT PRECEDENT IS USEFULLY MAINTAINED IN THE AUSTRIAN CASE AS WELL. BY KEEPING THE FOCUS ON

SITUATIONS WITH REGARD TO INDIVIDUAL COUNTRIES. MOREOVER, WE AVOID ALSO HAVING TO USE THE RELATIVELY MORE CUMBERSOME FOREIGN MILITARY SALES (FMS) PROCEDURES WHICH WOULD COME INTO PLAY WERE THE AIRLIFT ARRANGEMENTS TO BE CONDUCTED BILATERALLY.

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3. WE WOULD ADD THAT IN THE SWEDISH CASE CITED ABOVE, THE UN FOUND IT CONSIDERABLY CHEAPER TO CHARTER CIVILIAN AIRCRAFT RATHER THAN PAY MAC'S RATES WHICH ARE, AS YOU KNOW, DELIBERATELY UNCOMPETITIVE WITH COMMERCIAL RATES. THIS RESULTED IN A DECISION, BY THE UN AND PRESUMABLY THE SWEDES, TO ROTATE MOSTLY PEOPLE RATHER THAN BOTH PEOPLE AND HEAVY EQUIPMENT, A DECISION THE AUSTRIANS AND OTHERS MAY WELL HAVE TO PONDER, GIVEN

THE HIGH COSTS OF AIRLIFTING HEAVY EQUIPMENTS, REGARD-
LESS OF WHETHER THE UN OR THE AUSTRIANS PAY THE FREIGHT.

4. OTHER ADDRESSEES OF THIS CABLE MAY DRAW ON THIS
IF THE QUESTION OF ROTATIONAL AIRLIFT OF CONTINGENTS
THEY HAVE CONTRIBUTED TO THE UNEF COMES UP IN DISCUS-
SIONS WITH US OFFICIALS. GDS. KISSINGER

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To: VIENNA
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